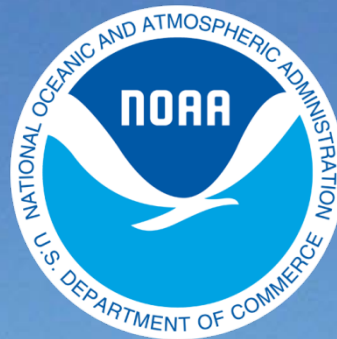
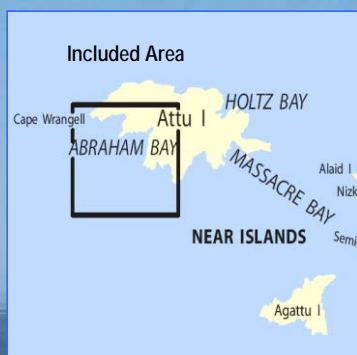


BookletChart™

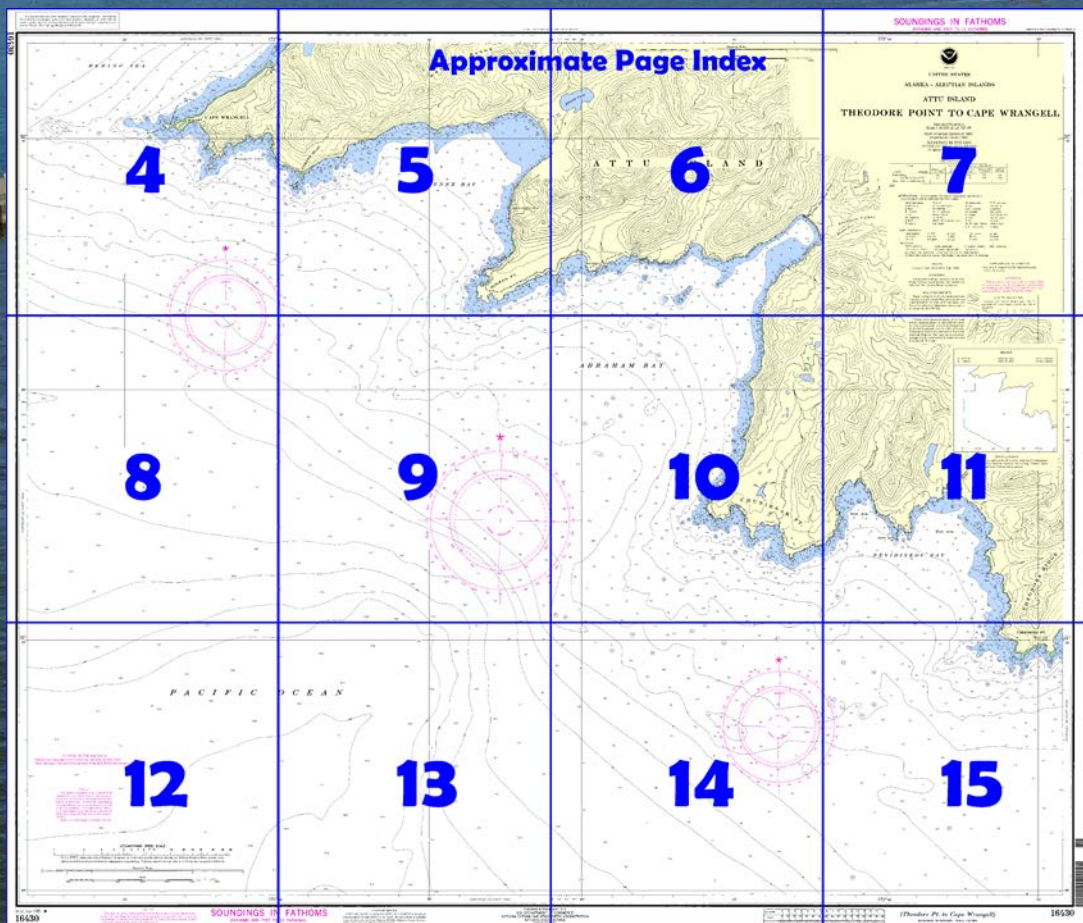
Theodore Point to Cape Wrangell NOAA Chart 16430



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

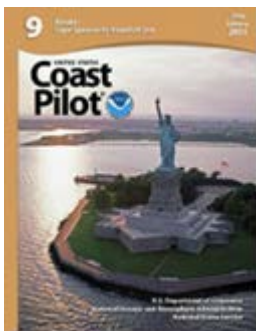
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16430>.



(Selected Excerpts from Coast Pilot)

Cape Wrangell is the westernmost extremity of Attu Island. The cape appears as a string of rocky, rugged islets, about 150 feet high, reaching out from a mountainous ridge. This ridge is bold and steep with a summit about 1,800 feet high.

On **Peaked Island**, just off the cape, a natural bridge and buttress forms an opening which has the deceptive appearance of a large patch of snow against the dark rocks. This is a distinctive landmark

to vessels N and S of the cape.

A rock 3 feet high is about 0.3 mile W of Peaked Island. Breakers usually mark this rock.

Cape Wrangell should be rounded at 1.5 miles distance. At maximum current the heavy tide rips extend for about 3 miles off the cape. SE of Cape Wrangell, inshore currents were observed setting E at times. Cape Wrangell is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the rookery. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)

Between Cape Wrangell and Etienne Head, the mountainous coastline is indented by two coves. A shingle beach is at the N end of **Wrangell Cove**, the E of the two. Small boats have made landings on this beach.

Etienne Head is a moderate-sized headland about 120 feet high. A group of large black rocks and reefs are off the headland.

Etienne Bay is the first large bay E of Cape Wrangell. It is broad and open, and has high mountains on both sides and a long sandy beach at its head. A low valley and a pass run inland from this beach.

The bay is clear of dangers to navigation except for the reefs and kelp patches that border the E and W shores. The W shore should be given a berth of at least 0.5 mile. The bottom shoals gradually as the bay is entered. Deep-draft vessels can anchor in 14 fathoms in midbay about 1 mile from the head. The bottom is fine green sand and pebbles and has fair holding properties.

A perpendicular-sided table-topped shelf about 500 feet high is on the E shore 1.5 miles from the head of the bay. This makes a good landmark from seaward.

Etienne Bay is wide open to S and W storms, and because of the lack of protection is not recommended as an anchorage except in N or E weather.

Mikhail Point marks the SE approach to Etienne Bay. It is a broad, gently sloping headland with a terrace-sided shoulder near its NW part.

A narrow-mouthed cove cuts into the SE tip of Mikhail Point. This cove offers good protection to small boats, but the swinging room is very limited.

Mikhail Point should be given a berth of at least 0.5 mile by deep-draft vessels.

Abraham Bay, E of Mikhail Point, is the second major bay E of Cape Wrangell. It is wide-mouthed, narrowing to an inner arm at the NE end. This arm has parallel shores and a short, sandy beach at its head. The mountains surrounding Abraham Bay rise steeply from the shoreline to between 1,500 and 2,000 feet high. The steep, rugged slopes of the inner arm give it a fiord-like appearance.

An unusually large waterfall on the NW shore of Abraham Bay, 2.5 miles E of Mikhail Point, is a conspicuous landmark, even to ships offshore.

A group of rocks and reefs mark the W side of the approach to the inner arm of Abraham Bay. The highest of these, a steep-sided rock 48 feet high, is an excellent landmark for vessels entering the bay. Vessels should steer a course to pass not less than 0.5 mile off this rock, rounding it at that distance and then heading toward the middle of the sand beach at the head of the inner arm. Anchorage is found E of the innermost low flat reef in 13 fathoms, gravel bottom. The holding properties are only fair. This anchorage offers some protection from N and E storms, but is exposed to the W and S. In addition, fierce strong winds often draw through the inner arm, when no winds are noticeable off the approaches to the bay.

The E shore is clear of dangers except for the almost continuous string of reefs close inshore.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes



HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 52° 49'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.967" southward and 10.893" westward to agree with this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Defense Mapping Agency.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

UPDATING SERVICE
FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Charted hydrography may originate from these and prior surveys.

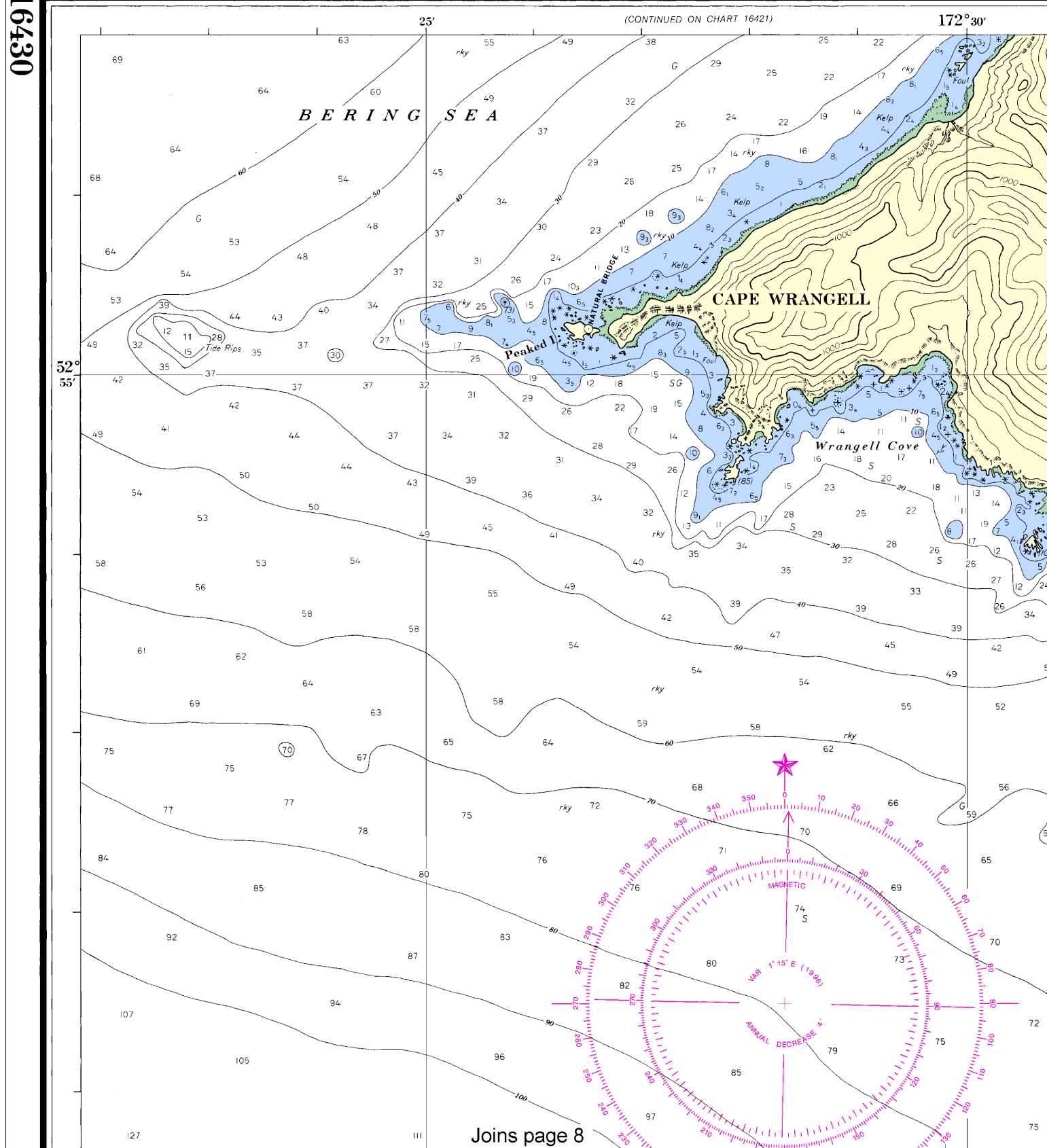
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)			
Aids to Navigation (lights are white unless otherwise indicated):			
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Gr grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			

TIDAL INFORMATION					
Place Name (Lat/Long)	Height referred to datum of soundings (MLLW)				
	Mean Higher High Water	Mean High Water	Mean Tide Level	Mean Lower Low Water	Extreme Low Water
Etienne Bay (52°56'N/172°37'E) Note: Tide is chiefly diurnal.	feet 3.7	feet —	feet 1.8	feet 0.0	feet -3.0
(896)					

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16430



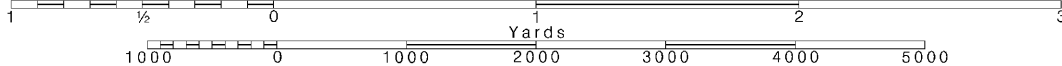
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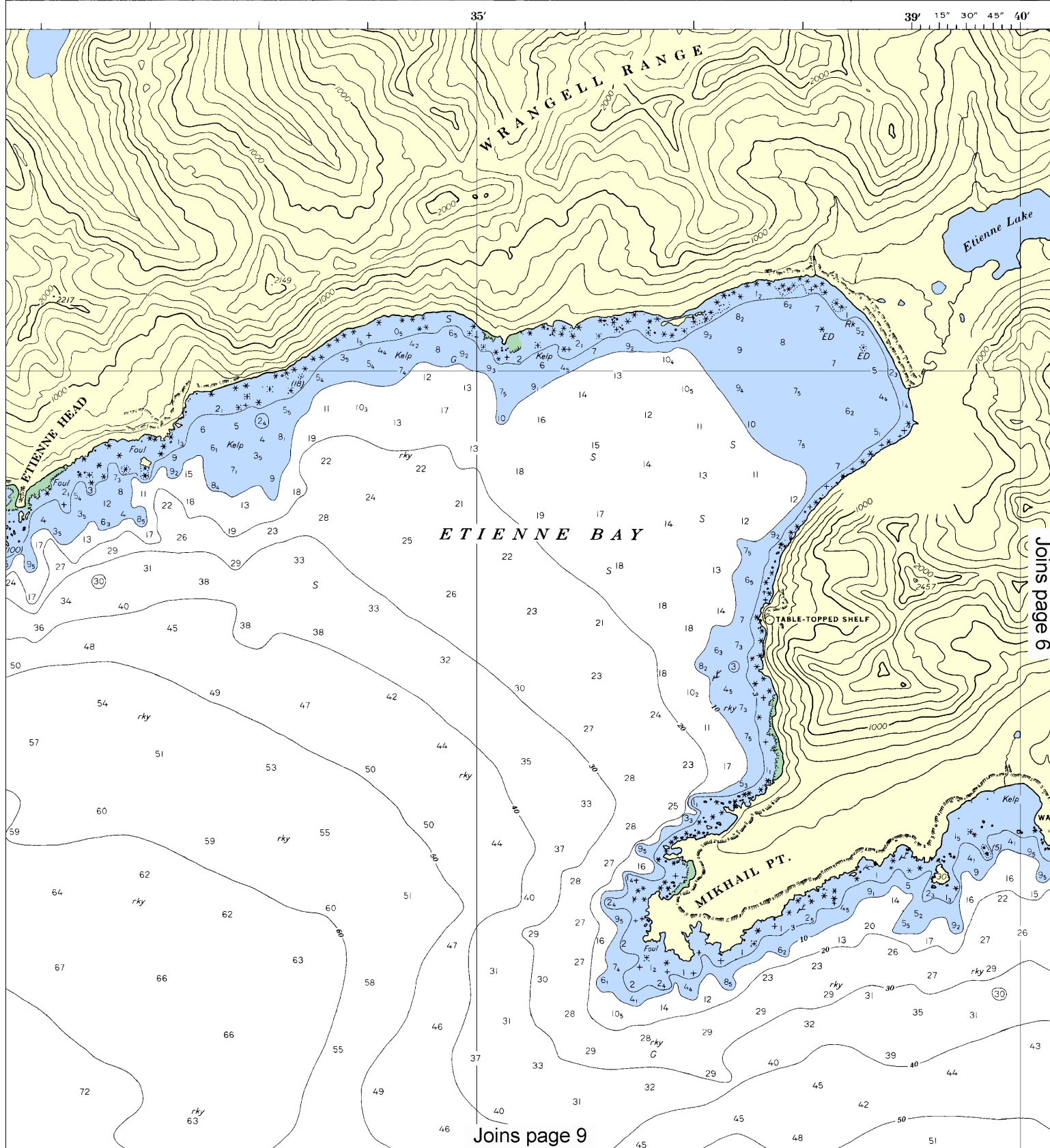
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



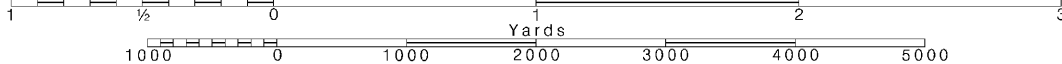
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Nautical Chart Catalog No. 3, Panel A

172°50'

55'



UNITED STATES

ALASKA - ALEUTIAN ISLANDS

ATTU ISLAND

THEODORE POINT TO CAPE WRANGELL

Mercator Projection
Scale 1:40,000 at Lat. 52° 49'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

52°
55'

TIDAL INFORMATION

Place Name (Lat/Long)	Height referred to datum of soundings (MLLW)				
	Mean Higher High Water	Mean High Water	Mean Tide Level	Mean Lower Low Water	Extreme Low Water
Etienne Bay (52°56'N/172°37'E) Note: Tide is chiefly diurnal.	feet 3.7	feet —	feet 1.8	feet 0.0	feet -3.0

(896)

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(For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

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Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	n hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Defense Mapping Agency.

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HORIZONTAL DATUM

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

WARNING

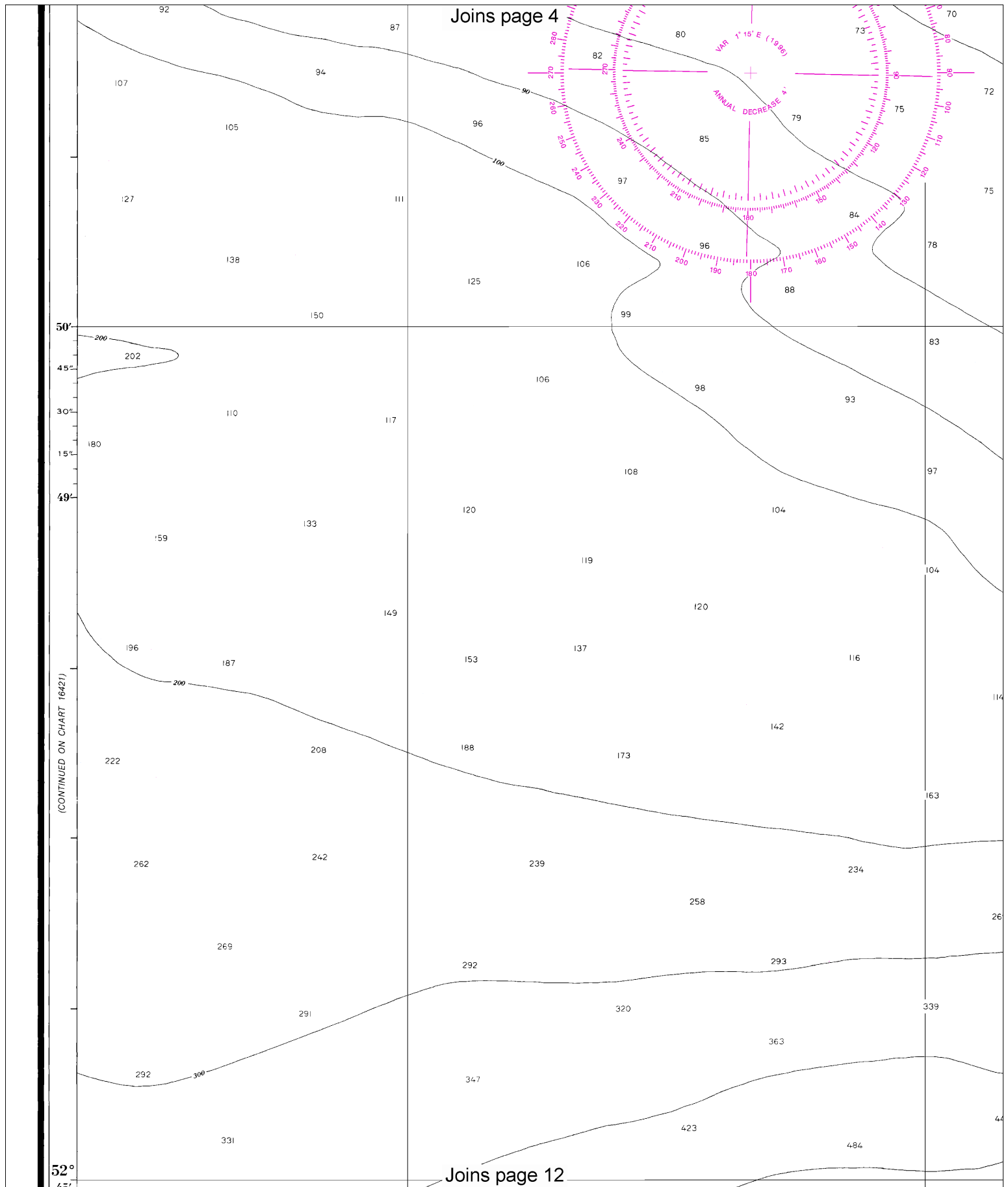
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AIDS TO NAVIGATION

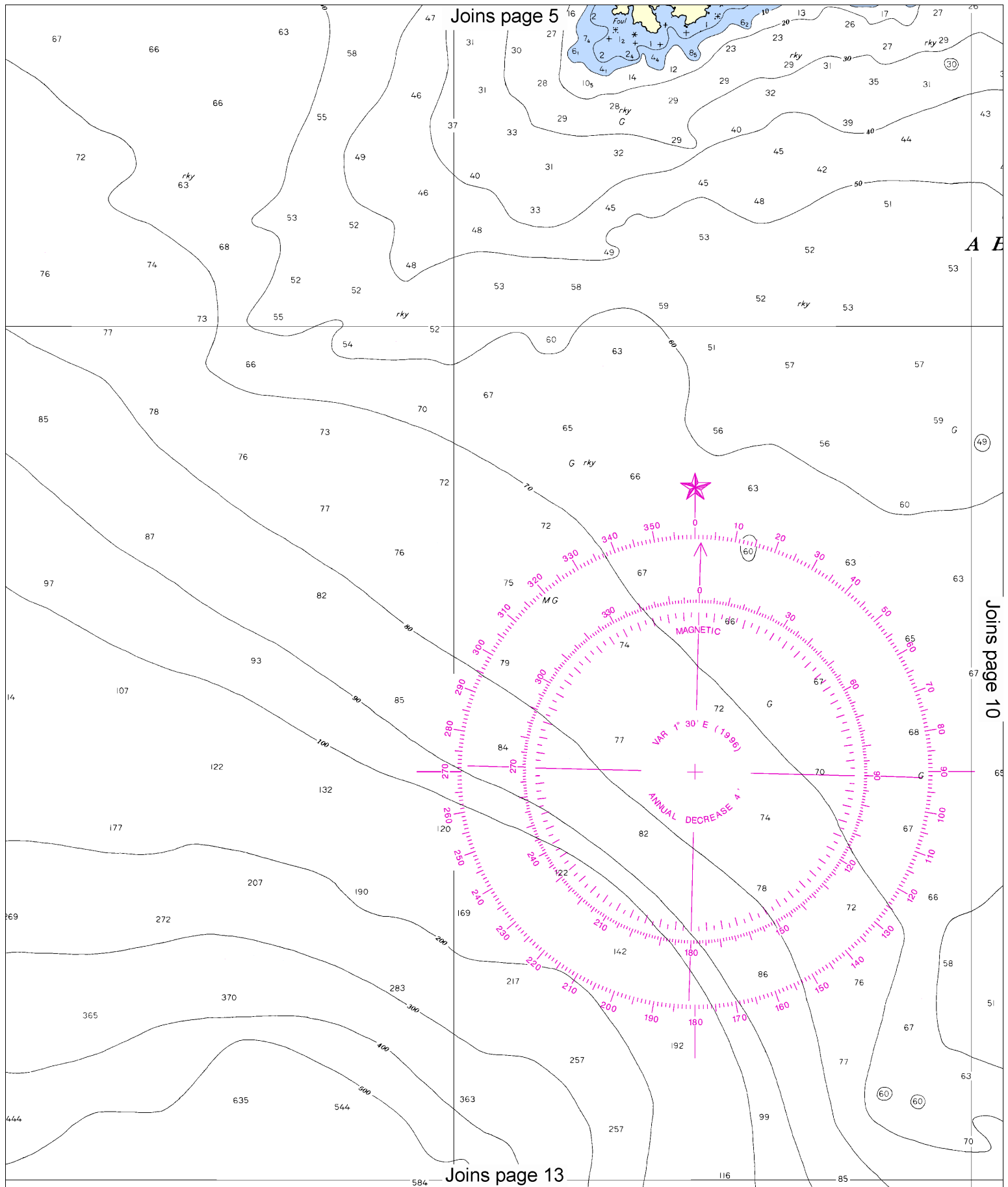
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

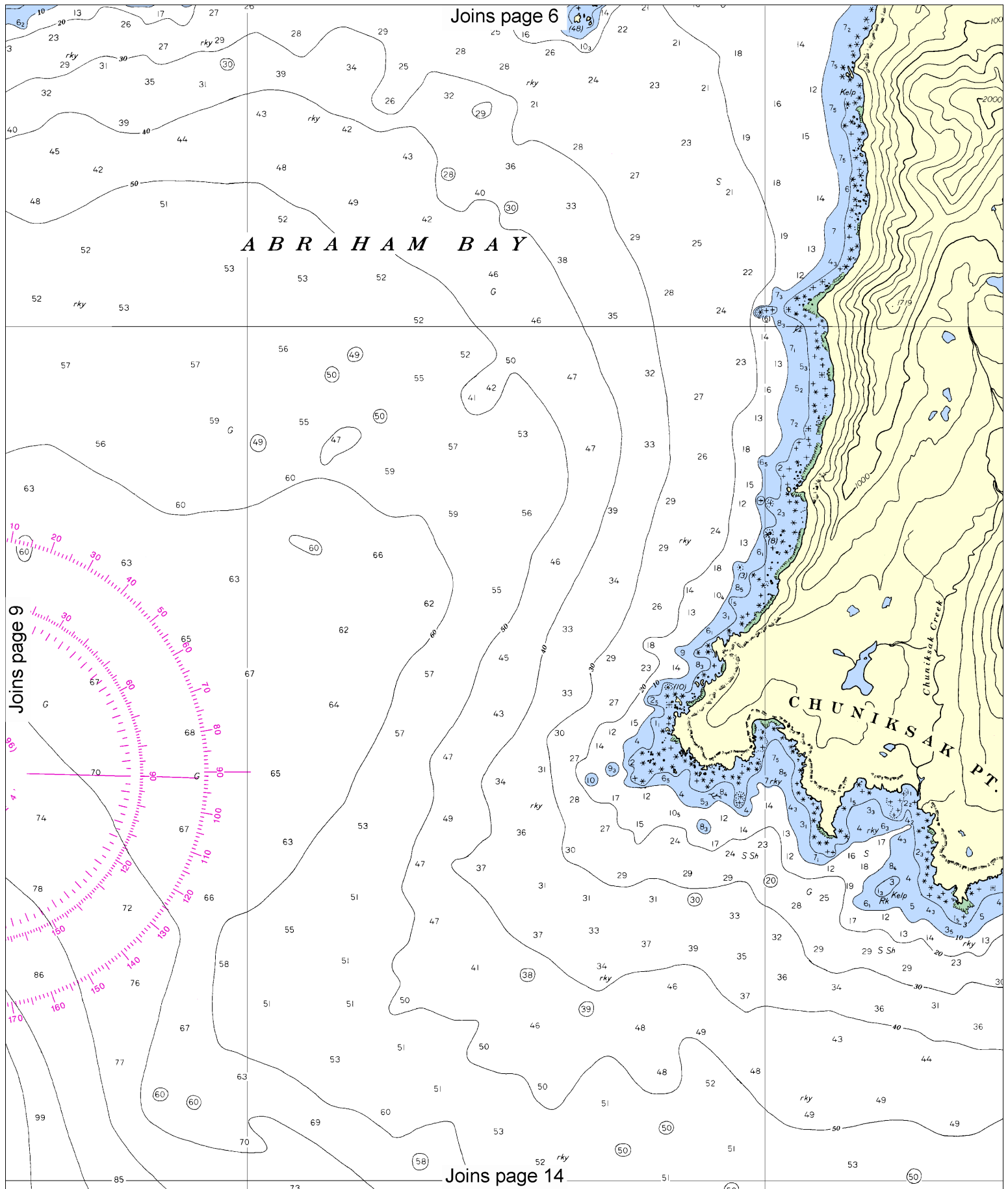
Joins page 11

SOURCE



8





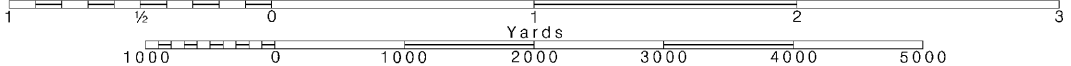
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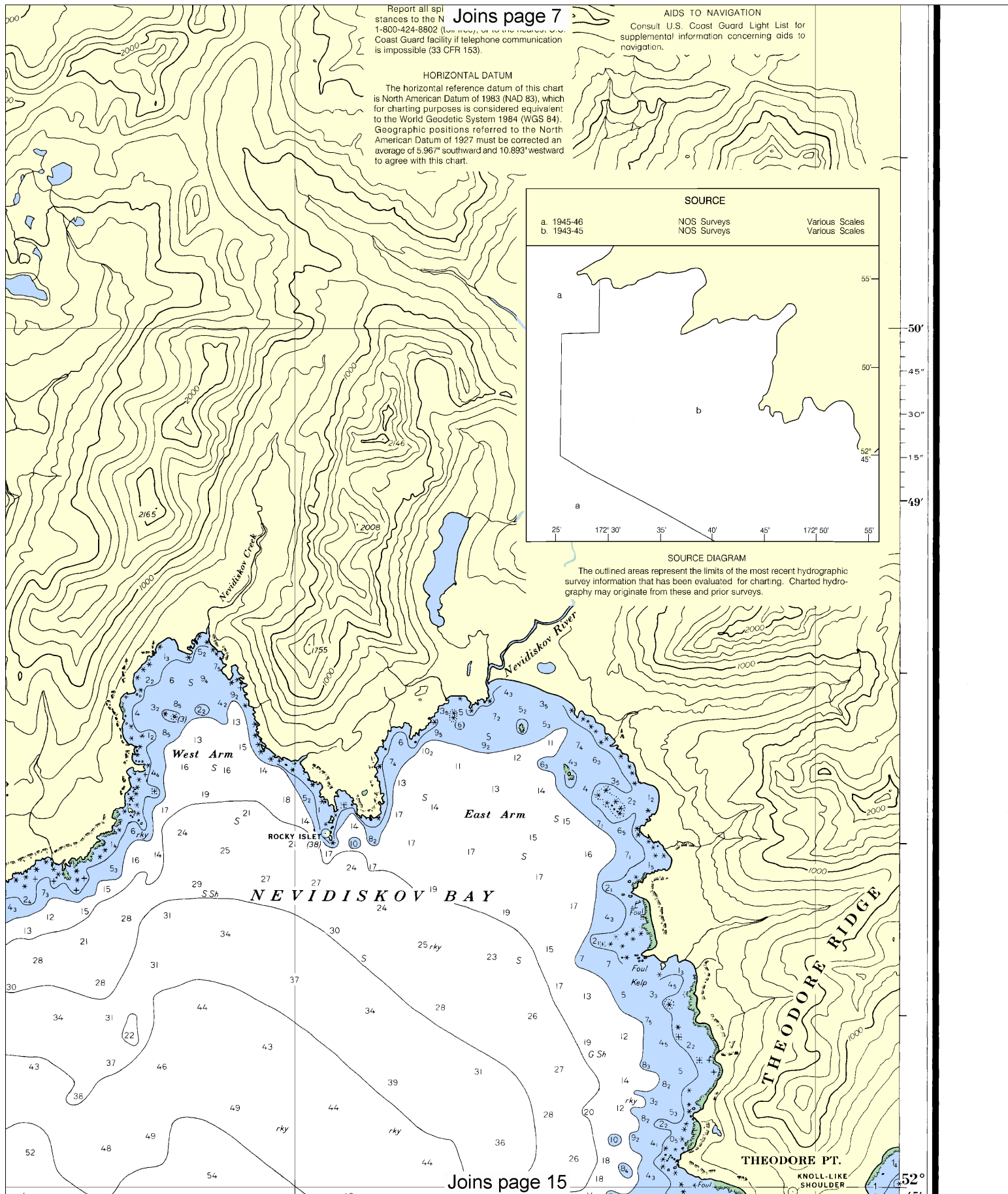
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 8

52°
45'

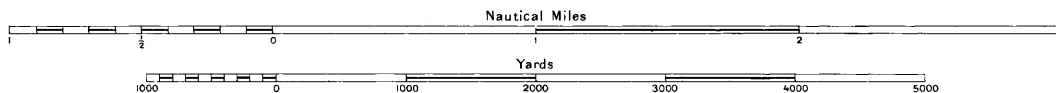
P A C I F I C O C

COLREGS, 80.1705 (see note A)
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Alaska.
Refer to charted regulation section numbers.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots



6th Ed., Sept. 7/96

16430

CAUTION

This chart has been corrected from the Notice to Mariners published weekly
by the Defense Mapping Agency Hydrographic/Topographic Center and the
Local Notice to Mariners issued periodically by each U.S. Coast Guard District
to the date shown in the lower left hand corner.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

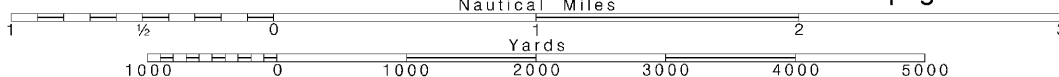
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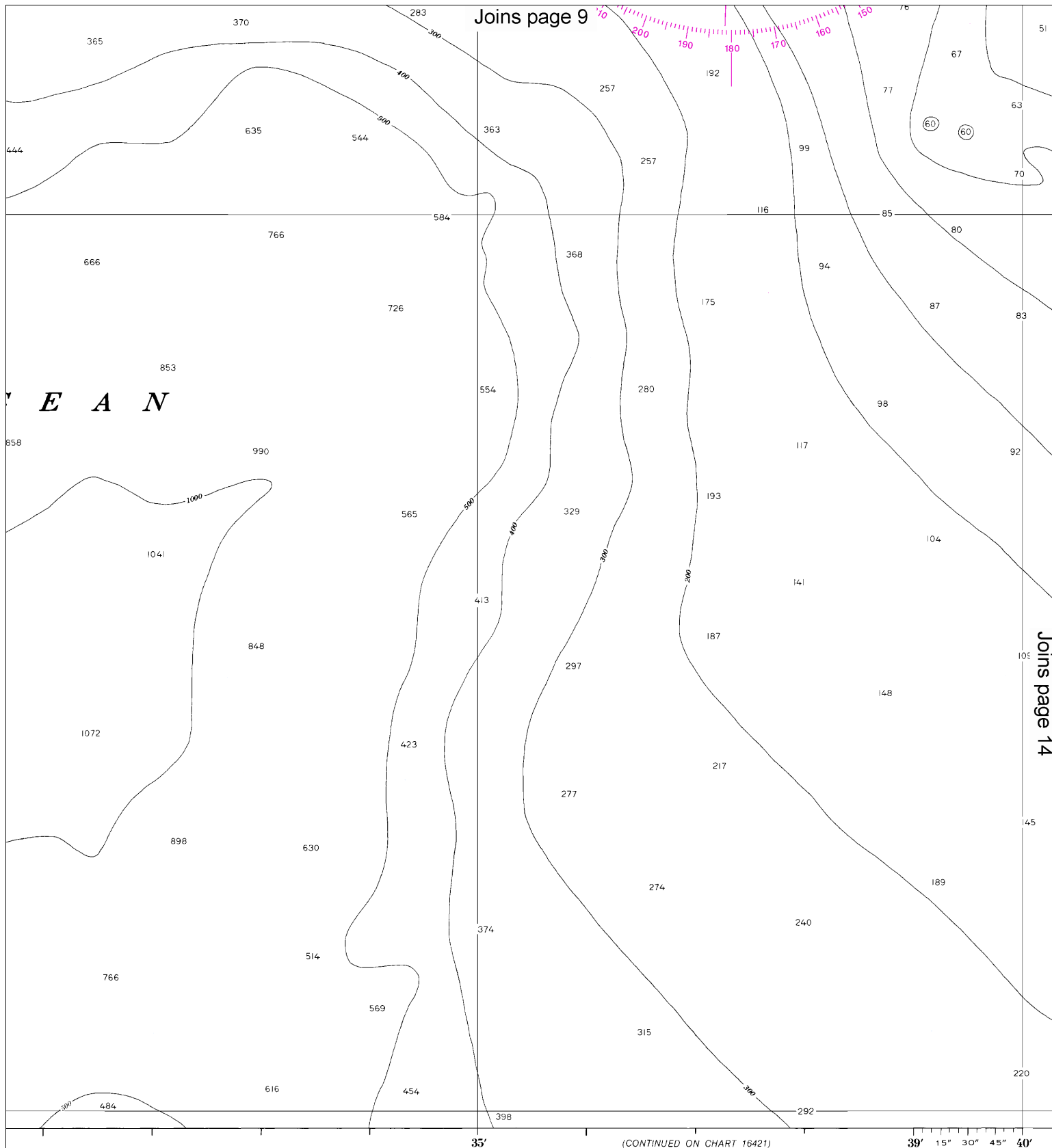
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

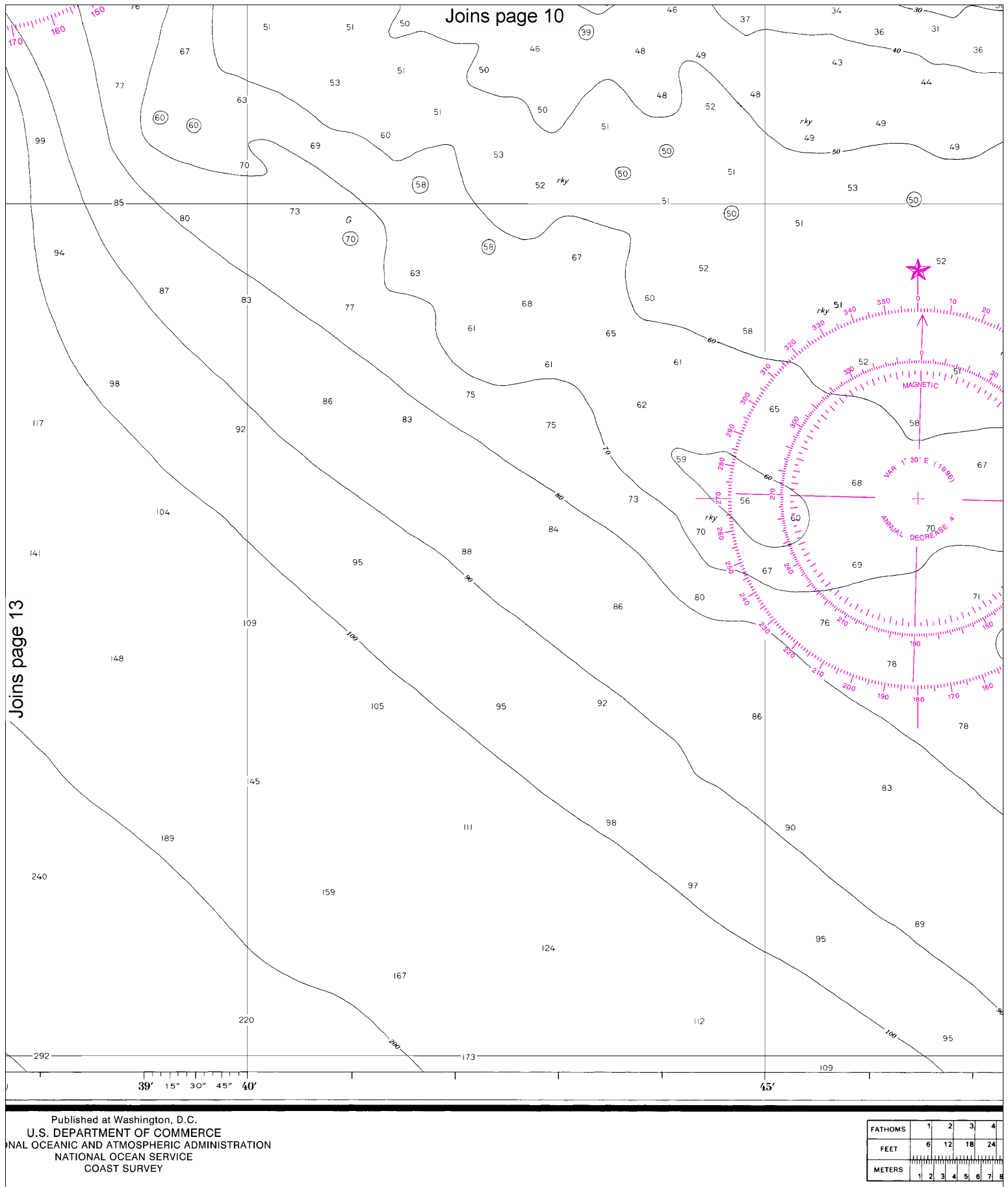




THOMS
MS)

UPDATING SERVICE
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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



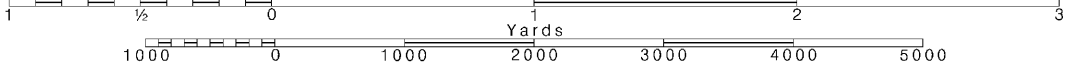
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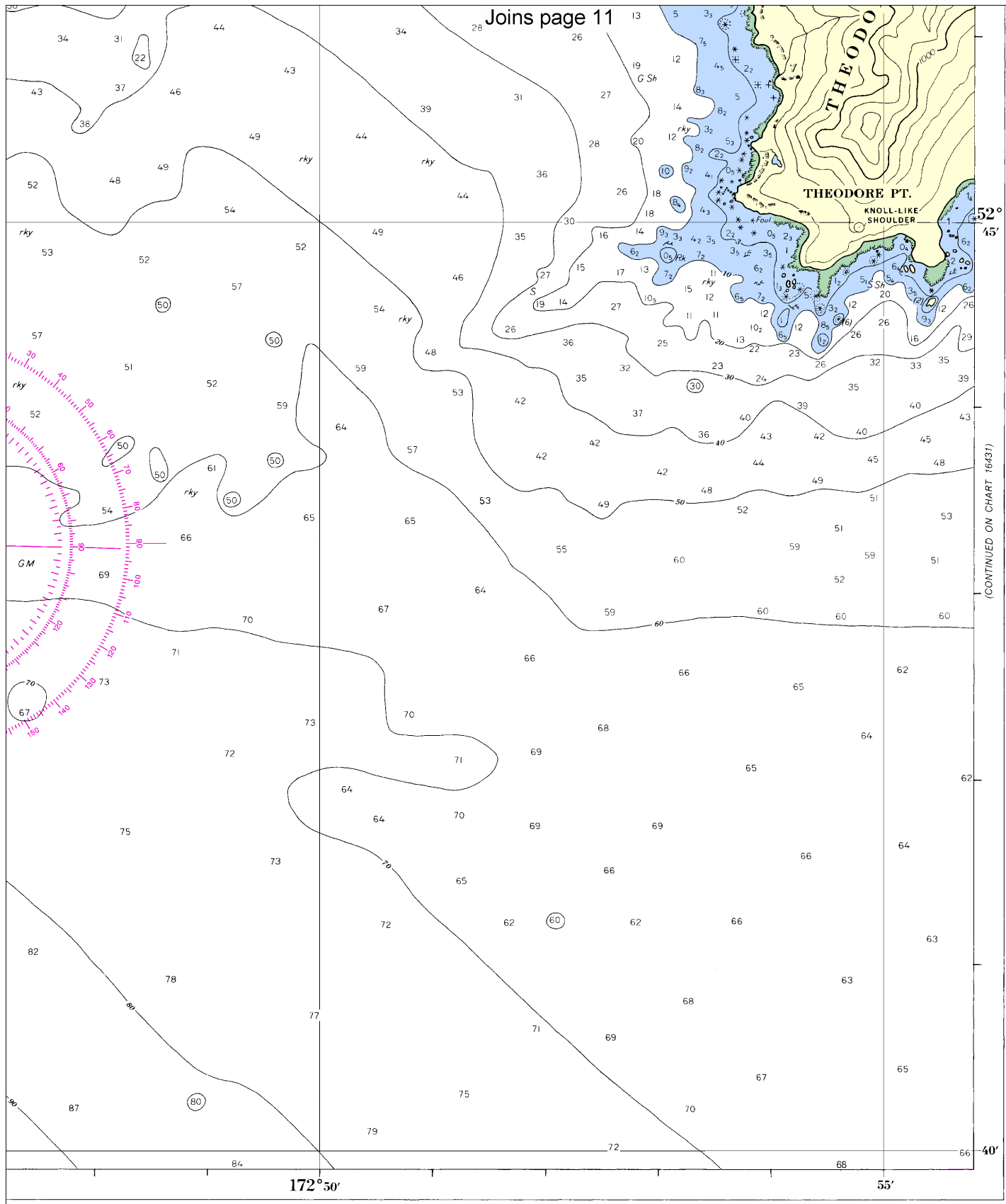
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





(CONTINUED ON CHART 16431)

5	6	7	8	9	10	11	12	13	14	15	16	17
30	36	42	48	54	60	66	72	78	84	90	96	102
8	9	10	11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30	31		

(Theodore Pt. to Cape Wrangell)
SOUNDINGS IN FATHOMS - SCALE 1:40,000

16430

ED. NO. 6
NSN 7642014011304
DMA STOCK NO 16BHA16430



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

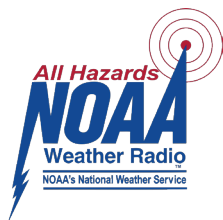
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker